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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and to improve the character of the service rendered to the public.

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LOAD LINE AND MANNING SCALE.

In issuing certificates of inspection, the U. S. local inspectors of steamboats, at Buffalo, have filled in the blanks for load line and in one case stated that a Cleveland owned steamer should not load deeper than 17 feet, although the boat can safely load to 18 feet. The owner's attorney wrote to the inspectors asking their authority to designate the number of crew, and also their authority to fill in the load line blank. He was referred to section 8 of rule 9 of the rules and regulations of the Board of Supervising Inspectors by the Buffalo inspectors, who also stated that certificate of inspection adopted by the Supervising Inspectors February 25th, 1901, requires load line draft.

H. D. Goulder, Esq., counsel for the Lake Carriers' Association says he knows no authority for this except in the act of February 21, 1891, amending section 4178 of the Revised Statutes, which provides as follows:

"The owner, agent or master of every inspected sea-going steam vessel shall indicate the draft of water at which he shall deem his vessel safe to be loaded for the trade she is engaged in, which limits, as indicated, shall be stated in the vessel's certificate of inspection, and it shall be unlawful for such vessel to be loaded deeper than stated in said certificate."

Capt. James Stone, supervising inspector for the entire district, including Buffalo and Cleveland, holds that the rule only covers sea-going vessels and does not apply to the lakes.

Mr. Goulder has taken the matter up with Secretary Keep of the Lake Carriers' Association. In a letter to the secretary Mr. Goulder said: "If it be the policy intended to fill in this load line draft, and the requisition for crew, arbitrary by the inspectors, it seems to me of vast importance and that we ought to have a meeting to take the thing up generally.

"The difficulty would be this, that in any case where the question of overloading might be raised, a load line fixed by the government inspectors might cut a conspicuous figure. They are as apt to be wrong as to be right, and it might make no end of trouble. The same thing is due in a lesser degree of their arbitrarily fixing the number of the crew."

It is now understood through further correspondence that Supervising Inspector-General James A. Dumont will send out circulars from Washington revoking the action of the local inspectors at Buffalo and decreeing that the rule is not to be applied on the lakes.

AN Australian Inquest.—Verdict of the jury: "Died by the visitation of God accelerated by intemperate habits."

MERCHANT MARINE OF RUSSIA.

The Russian merchant marine has developed rapidly of late. A few years ago, the merchant fleet consisted of a very few steamers and about 200 Finnish sailing ships, employed almost exclsively in the Baltic wood trade; to-day, more than 3,050 steamships (including river steamers) are flying the Russian flag on their after-deck staff. The Government is keenly alive to the value of a merchant marine, and only recently enacted a law limiting its coast trade to its own bottoms. This ukase covers the trade between European Russia and Asiatic Russia, but, owing to the heavy war demand in Asiatic Russia, that part of the territory is temporarily exempt from this decree; but just as soon as this demand ceases, it is certain that the exemption will be withdrawn and the coast-trade law strictly enforced. Shortly before this decree went into effect, the Union Steamship Co., of Copenhagen, put seven steamers, aggregating 18,000 tons, under the Russian flag, these being employed in the Baltic and Black Sea trade.

Government aid is not confined to such laws. For several years Russia paid all the Suez canal dues on her bottoms bound from European Russia to ports in Asiatic Russia, and on steamers bound to an Asiatic foreign port the Government pays two-thirds of the canal dues.

For a period of ten years, commencing July 1, 1898, anchors, chains, wire cable, and sailing-ship tackle are admited duty free into Russia.

From January 1, 1899, foreign-built iron vessels, imported in the whole and intended for external navigation, are duty free; likewise, all vessels in service on the Danube under the Russian flag.

Foreign-built iron ships, reported in the whole, put under the Russian flag and intended for service on the lakes, rivers, Caspian Sea, and ports on the Russian Pacific coast, pay the following duty per ton, based on the ship's carrying capacity:

	Rubles.
On the first 100 tons	57=$29.35
From 100 to 1,500 tons	30= 15 45
Above 1,500 tons	15= 7 23

In addition to the above fees, a duty of 4.50 rubles ($2.32) per square foot on the boiler-heating service is assessed. the value of such government aid is very apparent. U. S. Consul Kehl, states that many new steamship companies are springing into existence; for instance, the Russian Orient-Asiatic Company and the Russian Steamship Company, which is the most important, having a fleet of 65 steamers. The Volunteer Fleet is also an important company, having 6 large express passenger steamers and 10 freighters, aggregating 96,000 tons, and having added thereto within the last year a 14,000-ton freight steamer called Moscow.

A MINING MANAGER.

T. F. Cole, the practical manager of the mines of the United States Steel Corporation, with headquarters at Duluth, is a man of wide experience and practical training. He has the advantage of having been born in the mining district of Keweenaw county, Mich., where is situated the Cliffs mine. He was put to work in this early because his father had just died, and his family was poor. From there he went to work for the Hecla & Torch Railway, and from there to the Calumet and Hecla mines, which were then owned by Mr. Schlesinger. Later he was made the superintendent of these mines. Afterwards he was made the general manager of the mines in the Marquette, Menominee, Gogebic, and Mesabi ranges, which are owned by Corrigan & McKinney. From that place he went with the Oliver Mining Co., of which he was afterwards president. He is now the practiacl man for all of the mining interests of the steel trust.

CANALIZING.

This is the day of gigantic projects and Francis Wayland Glen, New York, is evidently not going to be left behind in the matter of projecting. He has a scheme for canal building upon which he wants the national government to embark which laps over into Canada. Mr. Glen has invited the co-operation of Andrew H. Green in promoting this stupendous canalizing project. It includes:

First. A ship canal from the Hudson river through the channel of the Mohawk river, Oneida lake, and Oswego river to Lake Ontario, with 25 feet of water over the mitre sills, with locks in proportion, and also a canal from Olcott, on Lake Ontario, to Tonawanda, upon the Niagara river, of the same dimensions.

Second. A ship canal from Albany to the St. Lawrence river through Lake Champlain, of the same depth of water and locks of the same size.

Third. A ship canal from Chicago to deep water upon the Illinois river of the same dimensions.

Fourth. The improvements of the channels of the Hudson, Mississippi, Missouri and Ohio rivers so that the largest sized vessels which can pass through the canals proposed can pass up and down these rivers with perfect freedom.

Fifth. The enlargement of the St. Lawrence and Welland canals to the same dimensions as those above proposed.

Sixth. The construction of the French river, Ottawa, and Montreal canal with the same sized locks and depths of water, thereby connecting Georgian Bay with tide water at Montreal.

Seventh. The enlargement of the Trent Valley canal from Midland, on Georgian Bay, to Murray Bay, on Lake Ontario, to the same dimensions.

In support of this scheme Mr. Glen argues that besides furnishing transportation these canals will give a grand total of 10,000,000 horse-power, which is equal in operation for ten hours a day to 140,000,000 man power. If one man, he says, can support in comfort a wife and three children, then 10,000,000 horse-power, operated 24 hours a day is equal to the maintenance of 1,680,000,000 persons, or more than twenty times the population of this republic at the present time.

These canals, dams, and water power channels can be constructed, he declares, for $1,000,000,000, and the annual cost of maintenance will not exceed $20,000,000. By converting the water power into electrical power, and selling it at $12 a horse-power per annum for ten hours a day, the 10,000,000 horse-power will yield a revenue of $120,000,000, enough to redeem the bonds given for their construction within ten years after the canals are open and the water powers occupied.

DURING the absence of General Greely, Chief Signal Officer of the Army, in the Philippines, the department will be in charge of Col. H. H. C. Dunwoody. Colonel Dunwoody has recently returned from Havana, where he was Chief Signal Officer of the Island of Cuba. In relieving him from such duty in order that he might return to the War Department and assume the more important duties which will devolve upon him as Acting Chief Signal Officer of the Army, General Wood said: "The Military Governor thanks him for the unremitting zeal and efficiency with which, having found the telegraph affairs of the Island of Cuba in a state of complete chaos, he has reorganized, extended and maintained them in a serviceable condition, giving prompt telegraphy service to all parts of the island." One Havana paper, referring to Colonel Dunwoody's service, says he has not only won the respect of all his subordinates while he has been on the island, but their hearty esteem as well."—Army and Navy Journal.

DETROIT.

Special Correspondence to the Marine Record.

The Frank E. Kirby is now on her regular daily trips between this port, Sandusky and Put-in-Bay.

The Board of Public Works at Saginaw is seeking bids for dredging Saginaw river and proposals are asked for up till June 20.

The City of Mackinac goes on her regular route on Saturday next and the regular summer schedule of the D. & C. Line will then be effected.

The United States Lake Survey Office announces that new charts of Erie harbor and Presque Isle, Pa., and of Buffalo harbor and Niagara river to the Falls have just been issued and are now on sale at the office, 33 Campau Building, at 11 and 20 cents a copy respectively.

Work on the remedial project to counteract or balance the flow of water through the artificial canals, to be constructed by the Consolidated Lake Superior Power Co. at the head of the rapids, west of the railroad bridge at Sault Ste Marie, has been begun. The works will be built at the expense of the company.

Even Admiral Dewey sends a letter regretting the defeat of the Tashmoo in her late race with the City of Erie, however, the race was the Tashmoo's for about half the distance and then it was nip and tuck almost to the finish, still the result was absolute and is so accepted, there is no "beefing" about the loss of the race, while the Tashmoo is still the fastest boat that ever floated in Detroit river.

A. A. Parker, owner of the steamer B. W. Blanchard, Capt. Thos. Meikleham, that towed the Flint for hours in Lake Huron during the gale, until the Flint could fix her rudder, has put in a bill against the Flint's owners for $5,000. This may look like a large tow bill, but when the risk to the Blanchard is taken into account it is no more than she is justly entitled to.

General Manager Newman, of the C. & B. Line, has been sent two checks for $1,000 each from Capt. J. W. Westcott, stakeholder for the City of Erie-Tashmoo race. Mr. Newman has decided to split the $1,000 up equally in Cleveland, Detroit, Toledo and Buffalo. Each city will get $250, and Mr. Newman has asked the mayors of the different cities to name charitable institutions to turn the money over to.

At the Wyandotte yards of the Detroit Ship Building Co. the two 5,000 ton steel cargo steamers, building to the order of Detroit owners, and to be named the Colonial and Yosemite, are drawing well along towards completion, so that it is now figured that they can be launched next month. There is also some talk of laying the keels of two steamers for the Atlantic or Pacific coast trade, but the specifications are not yet far enough along to give out definite information regarding them.

Supervising Inspector Westcott, of the Steamboat Inspection Service, says that the action of the Buffalo local inspectors in naming a draft above which no boats must load will probably not be followed in Detroit. Nor, it is safe to say will it at any other port within his district. The load line as well as the manning scale or crew test is best left with the owners and according to lake custom. The local inspectors of steamboats at Buffalo must surely be training to go on a strike against their supervising inspectors, Uncle Sam and his rules, or else they are growing more dogmatic and absolute in their crazy rulings. It is learned here that it was the A1 steamer Caledonia, owned by Capt. James Corrigan of Cleveland, that they went after, but their hasty officialism met with a severe rebuff from their headquarters.

The section of shoalest water in the connecting waters of the lake system last year, was in the vicinity of Ballard's reef, and in the narrow channel between Bois Blanc island and Amherstburg, near the mouth of the Detroit river, where dredging has been going on at a large scale for several years. It is now reported from that section that the depth of the channel down from Ballard's reef to the mouth of the river is fully equal if not better than it was last season, although the stage of water is about six inches lower. The increased depth is due to the progress with the dredging operations. The shoalest spot now between Detroit and Lake Erie is the Lime Kilns cut. This cut is being widened to 600 feet, and the government engineers have located to the westward of it a channel of 300 feet width and thirteen feet depth, which will shortly be buoyed for light draught vessels, thus relieving the congestion in the twenty-one foot channel.

DULUTH-SUPERIOR.

Special Correspondence to the Marine Record.

A block of concrete weighing 430 tons and to be used for the pierhead abutment at the Duluth ship canal was formed and placed this week.

Capt. Philip Schied, who for the past year has been local manager of the Union Towing & Wrecking Co., at Duluth, has resigned. He will be succeeded by Hiram G. Inman, the company's cashier.

Capt. B. B. Inman and family has returned from Buffalo where they remained several days. Capt. Inman was in the east on business and took advantage on the occasion to visit the exposition at Buffalo.

The raft of logs containing six million feet from the north shore to Baraga, Mich, took eight days, in tow of the tug Schoolcraft, to make the 225 miles. This is the largest timber raft on record hereabouts.

News has been received here that the Canadian owned steamer Myles, Capt. J. Dix, is ashore at Depot Harbor, in Georgian Bay. The steamer has a cargo of grain for Richardson & Sons, shipped from Lake Superior. Capt. T. Donnelly has gone to the scene of the wreck.

Mr. Mortensen is quoted in the Duluth Herald as saying that the Alexander Edgar Co., has just closed a deal for about 40,000,000 feet of standing pine in the vicinity of Iron river. It is one of the largest timber deals made in that portion of Northern Wisconsin for some time.

The steamer Ottawa, of the Canada-Atlantic Transit Co., yesterday cleared with 18,000 bushels of corn for Depot Harbor. This was the Ottawa's first trip to Duluth harbor. The steamer W. L. Brown, of the same fleet will today load 248,000 bushels of corn and wheat for the same destination.

A new life-saving station may be built on the shore of Lake Superior at the mouth of the Portage Lake ship canal this summer. The present station is located a quarter of a mile up the canal, and is said to be too far from the lake. J. C. Kiah, of Harbor Beach, superintendent of the eleventh district is at Houghton to select the new site.

There will be no delays to vessels loading at the Great Northern railroad's new elevator at West Superior. The house is the largest in the world, having a capacity of 3,100,000 bushels of grain. It will receive 500 to 600 cars a day, and will scalp, grade and clean 12,200 bushels an hour. It has sixteen marine spouts and in one draft can clear 160,000 bushels into a waiting ship, a larger cargo than the average vessel will hold. The elevator is 367 feet long, 124 feet wide and 251 feet high.

The Edward Hines Lumber Co. placed a writ on the main masts of the James H. Shrigley and her tow barge Shawnee, this week, for a claim of $5,000. The vessels are loaded with lumber shipped by C. H. Bradley & Co., and consigned to a firm in Cleveland, probably their owners, and it will take bonds for $10,000 to release them. The Shrigley, Capt. Joseph Albam, is owned by J. N. Hahn, Cleveland, and is a small wooden boat of 460 tons, built at Milwaukee in 1881, though she is still on her first letter and valued for insurance purposes at about $20,000. Her tow barge the Shawnee, is 521 tons, built at Gibraltar in 1873, on her first letter, and belonging to the same owners, with a valuation of about $7,000.

The Mining Journal, says: "Marquette is making very little noise over the betterment of the outlook for it, coming as a result of a large iron manufacturing industry within its limits by the Cleveland-Cliffs Iron Co., W. G. Mather, Cleveland, president, and the construction of a railway which will make tributary to the city a large stretch of rich hardwood and farming lands, but there is quite a boom development here just the same. More building is going on than for years past, and much more is planned for this season. Business is better and real estate values are advancing healthily. Marquette is going to become an important manufacturing center, and this, added to its extensive shipping business, will make the city one of the liveliest and most prosperous in the upper peninsula within the next five years."

BUFFALO.

Special Correspondence to The Marine Record.

The new steel steamer Mauch Chunk, built to the order of the Lehigh Valley Line will be ready for service in a few days.

Coal freights are the same here as the figures offered from Ohio ports, viz. 40 cents to Lake Michigan and 35 cents to the head of the lakes.

There is all the work and more too than the Buffalo Dry Dock Co. can now take care of and some repair jobs have had to be sent to Cleveland.

Buffalo is to get a share of that Erie-Tashmoo stake money. Mr. Newman, General Manager of the C. & B. Line has asked the mayor to name the recipients at this end of the route.

Freight rates are now quoted at 40 cents, Lakes Michigan or Superior, Chicago, (south branch) and Kenosha 50 cents, Toledo has the lowest rate at 30 cents, Port Huron paying 40 cents as nearly all other ports.

Edward Gaskin, formerly with the Union Dry Dock Co., has opened an office as surveyor and consulting shipbuilder. Mr. Gaskin is well and favorably known at the principal lake ports and he has already secured an excellent patronage.

Shipments of anthracite last week were a little over 60,000 tons, of which Chicago took nearly one-half. The May shipments aggregated 265,000 tons, Chicago taking 135,000, Milwaukee 71,000 tons and the head of the lakes 60,000 tons.

The large steel steamer building by the Buffalo Dry Dock Co., (American Ship Building Co.,) to the order of the Western Transit Co., is all in frame and work is proceeding very steadily on her, she is to be given more power and consequently will be faster by several miles an hour than the the ordinary cargo boats.

A double daily service will be given by the C. & B. Line after July 1 leaving here for Cleveland, morning and evening. The City of the Straits will form the cargo boat branch of the line, making three trips each way weekly while the passenger boats will only carry the baggage and the choicest kind of first class freight.

The Canadian authorities are after excursion steamers with a sharp authority. The Mary has been tied up at Brockville, because that boat had not been given Canadian inspection. The steamer Cresco, which was put on in place of the Mary, was detained on account of overloading, and had to debark a number of passengers. Her owners will also have to answer the charge.

The steamer North Land left here on Tuesday night for Chicago on her first trip on the new route of the Great Northern steamers. She will reach Chicago Friday, and that afternoon she will take an excursion to Waukegan under the auspices of the Chicago Press Club. The Miami, which has come to the lakes from Florida, will meet the North Land at Mackinac Island on her way down the lakes from Chicago.

Since the resignation of Supt. Watterson, to take charge of the Shipowners' Drydock in Chicago, the position has been left open in the Buffalo yards, and Mr. Drake has been general manager, dividing the work formerly performed by Supt. Watterson among the heads of the various departments. He is one of the busiest men along Buffalo river. He is taking great pride in his work and is constantly seeking to improve the facilities of the yards, and the character of the work turned out by the Buffalo Dry Dock Co., with Mr. Edward Smith as president.

Drake & Maytham have sold their steel steamer W. H. Gratwick to a syndicate of Syracuse capitalists, who are making the purchase simply as an investment. It appears that they find she has made money for others and ought to do so for them. The Gratwick was built at West Bay City in '93 and is a wooden boat of 2,818 gross tons, is rated A1 and is given a valuation for insurance purposes of $180,000. She will be delivered to the purchasers at Duluth next week. Capt John Mitchell, Cleveland, sold the Gratwick to Drake & Maytham about two years ago.

The local inspectors of steamboats in issuing this year's certificates of inspection to steamers, are filling in the blank space which fixes the load line. The inspectors give as their authority for this proceeding, rule 9 of the rules and regulations of the Board of Supervising Inspectors, which says that the owner, master or agent of every seagoing sail or steam vessel shall indicate the draft of water at which he shall deem his vessel safe to be loaded, and that it shall be unlawful for such vessel to be loaded deeper than stated in certificate. If owners did this, it would make Buffalo an unsafe and closed port to the majority of vessels.

CLEVELAND.

Special Correspondence to The Marine Record.

Up to June 1 it is figured that only 48 per cent. of last season's ore carrying has been done, the shortage amounting to 1½ million tons.

Freights are steady at last week's quotations on ore. There is a scarcity of bottoms for coal to Lake Michigan, vessels preferring Lake Superior charters.

The English coasting steamer Monkshaven after discharging her Liverpool cargo at Ashtabula loaded here this week for the "Soo;" four of these steamers are managed by the Clergue syndicate and they are sent east at the close of lake navigation.

With the addition of the two steel steamers now under contract the firm of Mitchell & Co. will have a fleet of ten large steel steamers. The two new boats are to be 436 feet over all, 58 feet beam, and 28 feet depth molded, estimated to cost $500,000.

The steamer A. A. Parker, which was in collision with the steamer S. S. Curry in the Detroit river, was placed in No. 2 drydock on Tuesday. The Parker was pretty badly damaged and she will lose considerable time making repairs. The Parker was recently transferred from Detroit to Cleveland owners.

The steamer City of Erie logged ninety-six miles during the race and she averaged 22 23-100 miles per hour. Her maximum speed was 22 2-8 miles and the minimum 21½ miles. Her average steam pressure was 118 pounds and she averaged 33¼ turns per minute. Her maximum horse-power was 5,658 and her displacement 2,450 tons.

Mayor Johnson says the lake current runs up and down the lake off this port and not in and out, well! vertical or horizontal, surface or under-currents there is a strong easterly set and drift at all times, and stronger and more directly so towards midlake. The Mayor might consult one of the Weather Bureau lake current charts to ascertain the general surface trend of the lakes and in this locality in particular.

The D. & C. Nav. Co. also the C. & B. Line will begin daily service on and after July 1. The latter company will make the addition of a special cargo boat this season. This is a step in the right direction for so busy a passenger traffic season as this is expected to be and may eventually lead to exclusively passenger steamers on the route in the near future. At least such has been the history of many successful passenger lines. Also in railroad traffic.

Of course all beneficent influences could not be appeased and Mr. T. F. Newman very adroitly shouldered off the "Erie" stake money question on to Mayor Johnson, who, in a still more diplomatic and gallant manner unloaded the $1,000 incubus on to the best half of him; whatever Mrs. Tom L. Johnson may do as our lady mayoress is correct in its inception and perfect in its execution but most all hands would have liked to have seen the "Floating Bethel" remembered.

The following local meteorological observations are furnished by the office of the U. S. Weather Bureau for the week ending June 12th. Prevailing wind direction during week, S. E; highest velocity, 40 W. on 7th. Mean temperature for week 62; highest temperature 77, on 11th, 12th; lowest 42 on 9th. Sunrise and sunset data, computed for local time at Cleveland: June 14th sun rises at 4:23, sets at 7:36. June 17th sun rises at 4:23, sets at 7:38. June 20th sun rises at 4:23, sets at 7:38.

Chatting about the late Erie-Tashmoo race one of a group of men connected with lake business remarked that the owners of the Kirby were out with a $1,000 bet to race the City of Erie between St. Clair cut and Grassy Island. The remark brought forth the expression that the Erie was not a river boat and that she required something more than a light dew under her bottom to get her speed on. The shoal water held the Tashmoo back but it made the Erie fairly drag nearly every foot of the course.

The supernumerary crew on board of the steamer City of Erie last Tuesday, during her trial of speed with the Tashmoo seemed to everlastingly believe in the old adage that, "the further forward the better the man, the further aft the more honor," nary an idler even sighted the taffrail if we except H. D. Goulder, Esq., but then he may be likened to Mahomet and the mountain, and by the way there was one other too, thus making two honorable men when the name of Frank Masten, Esq., is added; all of the others were good men and true, too.

Steamers are still grounding in the river. The steamer Vulcan found the bottom on Tuesday about the same spot the Algeria brought up on the day before. She had a cargo of iron ore on board from Two Harbors to the upper furnaces. She was drawing 17 feet 9 inches and it took a number of tugs several hours to float her. This is an extra expense and a detention that vesselowners should not be subject to. Every time a vessel grounds or is otherwise unduly detained hurts the reputation of the port and its commerce. Every facility should be offered to vessels bringing their cargoes or they will soon ask to be consigned elsewhere or so stipulate in their charters. The other alternative is to charge a higher rate of freight so as to offset the loss by detention through grounding and to meet the extra towing charges.

CHICAGO.

Special Correspondence to The Marine Record.

Johnson, Knudson & Co. put a new center board box in the schooner Westside.

Capt. William Nicholson, who was formerly with the Goodrich Line, has been appointed master of the steamer State of Michigan, of the Barry Line, succeeding Capt. L. Davidson.

Louis Sands, of Manistee, has purchased the steamer Wotan from C. A. Hurd, of Buffalo. The steamer was built in 1883, her gross tonnage is 886, net 712 tons, length 191 feet, beam 36 feet, she will be used in the salt and lumber carrying trade.

J. B. Bates & Co., have put new engine and boiler house and cabin on the tug Robbie Dunham, which was recently damaged by fire. They supplied the steamer J. L. Hurd with two new spars and booms, and the schooner J. H. Mead with a new main boom.

The Ship Owners' Dry Dock Co. had the steamer City of Cleveland in dock for re-calking and general repairs, the steamer City of Traverse for repairs to bottom and a new wheel, the steamer Oscar T. Flint for a survey. They are rebuilding the tug Edward Watkins.

The John Schroeder Lumber Co., of Milwaukee, will withdraw from the Lake Michigan lumber trade, and confine its operations to Lake Superior. The steamer Schroeder will be sold and the company will build a steamer with a million feet capacity for the Lake Superior trade.

The Northwestern of the Northwestern Steamship Co., Chicago, arrived all well at Liverpool on Saturday last and docked the following day. She is due to sail again on Friday, June 14 with a general cargo. The Northman also clears from Antwerp on the same day, both for this port.

The Youghiogheny & Lehigh Coal Co., Chicago, has been rebuilding its anthracite coal dock front on the north branch of the Chicago river—new piling, new engines and otherwise increasing the shipping facilities, and will be in shape to receive coal by boats not later than June 15th.

The new steel steamer Venus, Capt. W. C. Butts, with a coal cargo of 5,000 tons, got stuck in the draw at Indiana street, and on being released was ordered to Milwaukee to discharge. The Venus is owned by J. C. Gilchrist, Cleveland, and her keel length is 346 feet with a beam of 48 feet.

The fine steel steamer Manitou left here Saturday afternoon with about 300 members of the Retail Coal Dealers Association of Illinois and Wisconsin, for Buffalo and the Pan-American Exposition. The trip will cover 10 days, four days will be spent in Buffalo, Detroit and Cleveland will also be visited.

One of the best, if not the best work on record, is the discharging of 3,700 tons of coal in 14 hours by Messrs. E. L. Hedstrom & Co. with the machinery placed by the John A. Mead Mfg. Co., New York. The Philadelphia & Reading Coal & Iron Co. are having similar plants constructed for West Superior and also at this port.

The Great Lakes Towing and Wrecking Co. are giving their tug Mollie Spencer a thorough rebuild. The sloop yachts Siren and Vanetta were on the floating dry dock for bottom cleaning. They are also giving new spars to the schooners Guido and Jessie Phillips, and the latter considerable new planking on the starboard side amidships.

The steamer John Schroeder has been purchased by John Ketzinger, of Manistee, from the John Schroeder Lumber Co., of Milwaukee. The steamer was built in 1890 and rebuilt in 1899, by Reiboldt & Wolters, her gross tonnage is 372, net 267 tons, length 154 feet, beam 29 feet. She will be used by her new owner in the salt and lumber carrying trade.

A race is proposed between the Chicago whaleback passenger steamer Christopher Columbus and the side-wheeler City of Erie. The Columbus is a propeller and one of the fastest of her kind on the lakes. It is not likely, however, that a race could be pulled off in any ten or fifteen fathoms of water, as the screw boat wants about fifty fathoms to do her best work in.

There is practically no change in lumber freights, and the demand for tonnage grows no better with the advance of the season. The going rates on green pine from Menominee, which is the basing point, are $1.37½ and $1.50 on dry pine. From Manistique the former rate is paid on dry pine. Hardwood cargoes are being taken at $1.75 and 6½ to 7 cents on ties, and 3½ cents on posts is considered going tariff. On Lake Superior lumber the condition is quite the contrary. Rates are stiff at $2 50 and tonnage is in urgent demand.

Suit was begun in the United States district court on Monday by the owners of the schooner Amazon for $3,677 damages on account of getting stuck in the draw of the Taylor street bridge Oct. 13, 1900. The Amazon, 267 feet in length, stayed in the draw for some time, and part of a cofferdam had to be cut away before the vessel could be freed. It is claimed in the bill that there was but 12 feet of water over the piles and that it was this obstruction which held the vessel. The suit is important, as upon its result will depend a good deal of litigation for delays in the Chicago river.

The Graham & Morton Transit Co. expect their new steamer Puritan to arrive at St. Joseph next Saturday, and to make her maiden run between Chicago and St. Joseph on Sunday. The new steamer has been built by the Craig Ship Building Co., of Toledo, at a cost of $200,000, she is of steel and her dimensions are, length 240 feet, beam 40 feet, molded depth 16 feet. She has a triple-expansion engine and water tube boilers allowed 250 lbs. steam pressure; she has stateroom capacity for 500 persons, and carrying capacity for 2,500 passengers. She is magnificently finished and furnished, and will be a grand addition to the company's fine fleet of palatial steamers. The new steamer has been built for speed as well as comfort, and is to be put on the Chicago and Holland route, which has been recently acquired by the Graham & Morton Trans. Co.

FLOTSAM, JETSAM AND LAGAN.

The Hamburg-American liner Deutschland arrived at Plymouth on her last passage with 1,020 passengers, having accomplished the passage from New York in 5 days, 12 hours, 16 minutes. This creates a new record for the southern or longer route. Her average speed throughout the voyage was 23.31 knots.

The deaths have occurred recently at Halifax, N. S., of Captain W. H. Smith and Captain Gilbert Shaw. Captain Smith was nautical adviser to the Canadian government, and formerly commodore of the Allan Line in command of the steamer Parisian. The latter was for many years in the Cunard Company's West India service in command of the steamer Beta and other ships.

It is reported from Ashland that rail rates on lumber from interior points in Wisconsin and Minnesota to Chicago will be advanced on July 1 to the figures in force two or three years ago. Points which now command a rate of 9 cents to Chicago will be advanced to 12 cents, and points now having a 10 cent rate, will pay 14 cents. The change if made will lead to an increased demand for lumber from lake shipping points and benefit lumber carriers correspondingly.

The disaster to Shamrock II will result in a claim on underwriters at Lloyd's and on some of the marine companies. The vessel was valued at £25,000, and the insurances were placed at 90s. per cent. for twelve months, subject, I understand, to a further small percentage, should the two Shamrocks go to the United States together, one in tow of the Erin and the other sailing, it being feared that under such circumstances, should exceptionally bad weather come on, the Erin could not deal with both the yachts. It is estimated that the coming claim on Shamrock II will amount to about 20 per cent.—Fairplay, London.

Capt. McElhinney, the Dominion government nautical advisor, who inspected the steamer Empire State, reports an unfavorable finding to the steamer. The Empire State recently sunk in the St. Lawrence river with 600 excursionists on board, who were only saved by the timely beaching of the boat. Capt. McElhinney recommends that extensive repairs shall be required on the steamer before she can continue in the passenger business. The Kingston News says: The dispatch to the Toronto Star to the effect that Capt. McElhinney's report of the steamer Empire State will be condemnatory is untrue. Mr. Howard Folger characterizes it as "rot," and says that though he has received no report yet, he has no reason to believe it will be unfavorable.

CONSOLIDATED LAKE SUPERIOR CO. PLANS.

The New York Financial and Commercial Chronicle gives the following regarding the properties and plans of the Algoma Steel Co., Ltd., and the Consolidated Lake Superior Co., the parent company for the new steel plant at Sault Ste. Marie:

There are to be six 400-ton furnaces, a Bessemer plant and also blooming and rolling mills equipped for turning out 1,000 tons a day of steel rails and structural material. The new enterprise centers about the Helen ore mine, on Michipicoten bay. This is the first great find of high-grade ore on the Canadian shore of Lake Superior. The Helen mine is 12 miles inland from Michipicoten Bay. The ore-shipping pier is at Gros Cap, about 15 hours' steaming from Sault Ste. Marie. The ore has to be passed through a crusher, but it grades as high as 64 per cent. of metallic iron. The ore body rises to a point from the east end of Boyer Lake, and forms a hill 94 feet above its level. The superficial area of the ore body is 650 feet by 850 feet, and drilling has shown that the ore goes down to a distance of at least 188 feet below the lake level.

The Sault Ste. Marie plant, as is now the case at the furnaces in blast at Hamilton and Midland, will have to obtain its coke from Pennsylvania. Until 1907, however, the higher rate of bounty given by the Dominion government on pig-iron made from Canadian ores, will more than offset this disadvantage, and do much to equalize conditions as between Ontario and Nova Scotia. At the furnaces in Nova Scotia, Newfoundland ore is used. This is classed in the Dominion bounty acts of 1897 and 1899, as foreign; and in 1901 and 1902 pig-metal made from it will receive only $2 a ton in bounties as compared with $3, which will be paid on the output of the Ontario plants at Sault Ste. Marie and at Midland. In addition to this bounty the Ontario Government, since 1897, has been paying a bounty of $1 a ton on pig metal from ores mined in this province.

Mr. Clergue has obtained, without competition, a contract with the minister of railways under which, for five years to come, the Sault Ste. Marie plant is to furnish 25,000 tons of steel rails a year for the re-tracking of the Inter-Colonial railway. The deliveries in 1901 are to be at $32.50 a ton. In the four following years the price is to be fixed by the then prevailing rate in England.

LAKE SUPERIOR LEVELS.

The Lake Superior levels are now being accurately observed and recorded. We quote through the courtesy of Mr. J. H. Darling, U. S. Assistant Engineer, Duluth, the following particulars.

The mean level of Lake Superior in May, 1901, by the U. S. gauge at Houghton, Mich., was 0.77 ft. above low water datum. This is 0.23 ft. higher than for the preceding month, showing that the lake was on the up grade, as is usual at this season, but the rate of rise is a little less than the normal which is 0.30 for April to May.

The stage of water last month was 0.22 ft. higher than in May, 1900, a year ago, and is .55 higher than the average May stage for a period of 26 years. This is a very favorable condition for the opening of navigation, and this notwithstanding a deficiency of rainfull so far this year. This deficiency, according to U. S. Forecast Officer Richardson, was 2.53 inches for last month, and 4.12 inches for the period since January 1st.

The present favorable stage is largely due to the high water during the latter portion of last season, the influence of which may be noticeable for months.

The water gauge on which these levels depend is that at Houghton, Mich., instead of the one at Marquette. The Houghton gauge has its elevation well determined with respect to the datum plane, and is so situated as to represent the mean level of the lake fully as well as that used heretofore. The observations at Houghton are taken by Mr. G. A. Marr, Assistant Engineer and Superintendent of U. S. improvements at Portage Lake, under the direction of Capt. D. D. Gaillard, Corps of Engineers, U. S. A., officer in charge of the district.

NOTICE TO MARINERS.

LIGHT-HOUSE ESTABLISHMENT.
OFFICE OF THE LIGHT-HOUSE INSPECTOR, 11TH DISTRICT,
DETROIT, MICH., June 4, 1901.

SUPERIOR AND ST. LOUIS BAYS, WIS. AND MINN.—Notice is hereby given that all the post-light structures in Superior and St. Louis, Wis. and Minn., have been reconstructed and the lights exhibited in accordance with the List of Lights and Fog-Signals, Northern Lakes and Rivers, 1901.

By order of the Light-House Board:

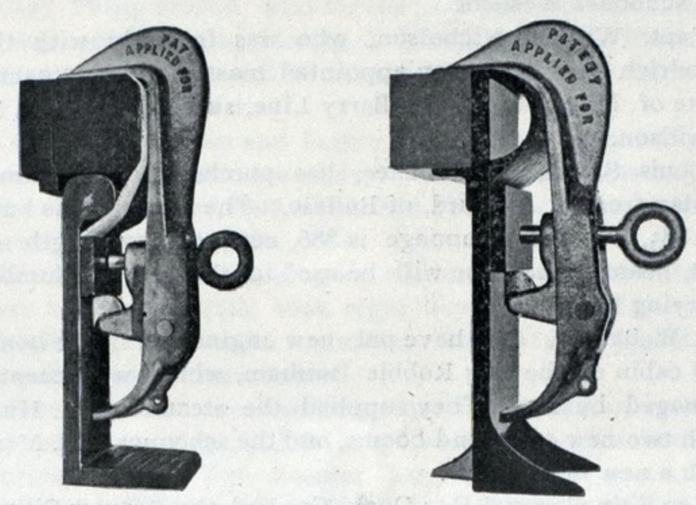
J. C. WILSON, Commander, U. S. N.,
Inspector 11th District.

THE HOLLEY HATCH FASTENER—BATTENER.

(Illustrated.)

Up until a few years ago the tarpaulins covering hatchways were secured by nailing wooden battens on the outside of the coamings and even in the deep water or oversea trade battens fitted into iron cleats or brackets were wedged tight therein, with the thin end of the wedge entered from forward, and this practice continued almost universally with iron or wood coamings and hatch bars or battens, in fact, is quite generally in use at the present time.

It has been quite evident for some time that a more desirable fastener for tarpaulins covering hatchways was becoming a necessity and various ideas have been introduced with more or less success. The accompaning illustration



shows one of the best, if not the very best patent that has so far been brought to our notice, and the attached report amply vouches for its strength and durability.

REPORT UPON THE HOLLEY HATCH FASTENER.

The Holley Hatch Fastener was submitted to me in order to test what downward pressure upon the hatch cover could be obtained, by means of the application of the fastening screw as fitted to the device.

One of the above hatch fasteners, made of malleable cast iron and mounted upon a section of hatch coaming in the same manner as shown in the plans, was mounted in the testing machine in the mechanical laboratory at the University of Michigan. Suitable arrangements were made by means of which the downward thrust of the clamp could be measured when the screw fastening was set up. By these means a reproduction of the workings of the device, as in actual practice, was obtained.

The screw-fastening gear was gradually set up and the thrust measured, until the downward pressure exerted by the top of the clamp reached the amount of 2,000 lbs. At this point this part of the test was stopped as it was considered that this pressure was far in excess of any that is likely to occur in practice, and is in fact much more than is necessary. Another test was made to determine what part of the fastener was likely to give way first. The fastener and its attachment to the hatch coaming was mounted in the testing machine as before and the whole subjected to a tensile stress. At a stress of 2,750 lbs. the screw on the hook attached to the hatch coaming sheared, the remainder of the device showing no signs of weakness. On the arrangement as tested, this screw was only 5/8" malleable cast and is smaller than that as usually fitted. With a 3/4" screw the stress would have been considerably higher.

In the above tests nothing was done to secure the best possible results, the object being to ascertain the actual working condition of the device. The above tests are in excess of those that are likely to occur in practice, as in all ordinary cases, far fewer turns of the screw are necessary in order to clamp the fastener to the cover; in fact sufficient pressure upon the hatch cover can be obtained by setting up the screw by hand, without resource to lever.

The Holley Hatch Fastener is certainly in my opinion one of the most simple and effective devices of its kind. Among the points which should recommend it are: Its simplicity, it is self contained and has no loose or separate parts that are liable to be lost; its action depends upon a few turns of the screw and hence it can be fitted in a very short time; it does not project beyond the hatch coaming more than the ordinary hatch cleat; it fastens both hatch coaming and tarpaulin at once; the pressure upon the hatch cover is always vertical and hence both this and the tarpaulin are held firmly in place; it is very light, the weight of the whole fastening, including the attachment to the hatch coaming, does not exceed six pounds; it can be fitted to any type of hatch coaming and should be exceptionally applicable to watertight hatches, or hatches of oil-carrying steamers.

HERBERT C. SADLER,
Professor of Naval Architecture and Marine Engineering, University of Michigan.

Ann Arbor, Mich., June 7.

NOTES.

WE have but recently got over the effects of apologizing to Syren and Shipping, London, for the lubberly illustration of an end on launch, bow first, contained on the cover page of a supposedly marine journal whose owners came near duplicating the RECORD title, and consequently shouldered one of their latest blunders on the RECORD. We had just about got over this, we say, when now we find that estimable shipping paper Fairplay, London, trying to straighten up the wanderings of the Marine Journal, New York, in the following strain:

"Shipping literature is full of blunders. Without them nine-tenths of what is written in the papers on shipping matters would not be written at all. A striking illustration of this statement will be found in the following note from the Marine Journal, New York. It will be seen that the writer confuses a Steamship Owners' Association with a shipping trust, and, as an illustration in point, he cites the case of the Liverpool Steamship Owners' Association. This association embraces 2,542,079 tons of shipping, owned in Liverpool. The object of the association is to represent the interests of the Liverpool steamship owners as a body on all public questions. There is nothing at all in the rules of the association that gives any power whatever over the management of the vessels. The steamers are not run by the association or controlled by it in any way. Apparently the writer has mistaken this every-day phase of the English shipping trade for a gigantic combination of vessels acquired by a trust, and to be controlled by the trust. In the matter of boasting it is not always easy to go one better than an American. A total of 2,542,079 tons is no doubt a large order; but I can cap that without any trouble, and with an amount of veracity altogether unusual in newspapers. The Shipping Federation, which is an association of British shipowners, represents a tonnage of over 9,000,000 tons. My New York contemporary must get up early in the morning to beat that much. The fact is the Liverpool and similar associations have nothing to do with the control of the steamers belonging to their members. Associations of the kind take no part in the fixing of freights, or in the fixing of wages, or in any similar question, all such matters being dealt with by their individual members. And that is where my American friend has got into the densest of fogs. The following is the extract referred to:

A FOREIGN TRUST ON THE HIGH SEAS.

A Steamship Trust might be a terrible thing for suffering humanity, and then again it might not. It is well enough to remember that England is bearing up tolerably well under a well-defined trust of this nature. It is known in commercial circles as the Liverpool Steamship Owners' Association. Somewhat smaller than Mr. Morgan's billion-dollar steel concern, it is still a healthy institution. At the beginning of this year the gross tonnage owned by the members of the association aggregated 2,542,079 tons. They own 50 per cent. of the total number of steam vessels above 5,000 tons. It is no secret that the commerce of the seas is in the control of this combination, and for the reason that it owns more than one-half the steamships engaged in the foreign trade. It has had a whole lot to do with driving the American flag from the sea, and it is a thing to be carefully reckoned with if the Stars and Strips are soon to cut any particular figure in our foreign carrying trade.

Probably it would not be the essence of all wisdom to built up a Shipping Trust in the United States in order to fight this foreign octopus. The foreigner has had so long a start of us that it would doubtless eat up our trust in short order.

At the same time the foreign trust must be met some day, and somehow. If there is any better way to do this than by Governmental encouragement of the entire American merchant marine, some of our statesmen and economists should come forward and point the way. We have the foreign Shipping Trust to fight, and we may as well clear the decks for action.

The Marine Journal is very properly rebuked in the foregoing, and put back on its proper course. The Liverpool Steamship Owners' Association is not a seeking syndicate of monopolists. It is exactly as Fairplay says, a local organization of owners based upon much the same grounds as the several associated bodies in this country, notably, the Lake Carriers' Association, which had enrolled last year 842,248 tons, including all the important fleets of the lakes, with but two exceptions. We had the idea that the Marine Journal editor was or had been a member of some somnolent, half defunct sort of an organization composed of owners in the Eastern coastal trade, based on similar lines to "The Foreign Trust on the High Seas," but in this we were, perhaps, slightly mistaken, however, our duty to our readers is amply filled on this tack.

DESCRIBING the Decoration Day parade in New York City the "Sun" said: "The soldiers of Uncle Sam did very creditable marching, as did also the Marines, but the finest appearance of all the Regulars was made by the men who, when, ashore, are not supposed to know a hitching post from a hansom cab—the sailor men of the United States Navy. Their alignment was excellent; they covered their files as they marched as if parading down Fifth Avenue was the one thing they knew how to do well. The crowd on the street and on the reviewing and public stands cheered the jackies so long and so loudly that the soldiers had to smile."

MILWAUKEE HARBOR IMPROVEMENTS.

Citizens of Milwaukee have been asked to meet at the city hall this week to consider the needs of improvements in Milwaukee's harbor. Mayor Rose has issued the call for the meeting, and it is probable that some organization will be decided upon to take up the subject and look after the interests of the shipping of the city.

One of the most significant developments on the subject is a report which has been made by Harbor Master John McCoy to the Board of Public Works regarding the needs of the Milwaukee harbor. In his report the Harbor Master gives a concise statement of the condition of the harbor at the present time, and the probable demands upon it in the future, with some suggestions regarding the best manner of overcoming the difficulties which exist.

Harbor Master McCoy does not agree with the alarmists who have pictured Milwaukee's harbor as fatally defective in accommodations for the larger class of boats, and he does not indicate that there will be any necessity for the extensive improvements which have been advocated by many. The report states that vessels of 20 feet draft can reach all the merchandise and railroad docks, that the largest boats on the lakes can reach all the elevators except two, and that short turns in the channel, and not the depth of water are the reason these two cannot be reached. The report also states that all the coal docks except those in the South Menominee canal can be reached by boats of 18½ feet draft, and that they could reach the docks in the South Menominee canal except for short turns in the channel.

Bascule bridges at West Water street and Muskego avenue are needed, according to the report, the docks on the Menominee river between the Muskego avenue bridge and the shipyards should be rebuilt and the channel dredged, the docks of the Beck Lumber Co., east of Sixth street bridge, and the corner of A slip should also be rebuilt and the channel dredged and the corner of the slip cut to allow more room to turn. On the Kinnickinnic river, the report endorses the plan to have the group of bridges in the neighborhood of Kinnickinnic avenue changed to bascule structures, and further suggests the cutting off of corners to make the channel accessible to the larger boats.

Harbor Master McCoy believes that with these improvements the harbor would accommodate the lake traffic for many years to come. He states his opinion that lake boats have reached the maximum in size for a long time to come. The final part of the report says :

"Out of forty of the largest modern vessels built on the lakes within the last two or three years, there are only six that exceed 50 feet beam, five are of 57 feet and one 52 feet, so that the draws of our bridges are wide enough with the exception of Muskego avenue, which is only 50 feet.

"The longest vessel now afloat on the lakes is 478 feet keel and 50 feet beam. The average length of the forty largest boats built recently runs between 400 and 425 feet keel and 50 feet beam, and when loaded to their full capacity would probably draw about 20 or 25 feet. The narrowness of our canals in the Menominee valley would always be a drawback to the utility of the docks in that part of the harbor, especially the North Menominee canal. If it were possible to widen them it would greatly increase our harbor facilities. The lower Kinnickinnic has a large area of unimproved dock property that could be utilized if our business should ever demand it."

TREASURY DECISION.

Bond of Port Huron and Duluth Steamship Co. for transportation of appraised merchandise.

TREASURY DEPARTMENT, June 3, 1901.

SIR: The Department has received your letter of the 29th ultimo, transmitting the bond, in duplicate, of the Port Huron and Duluth Steamship Co. as a common carrier for the transportation of dutiable appraised merchandise. The bond is hereby approved, and one copy thereof enclosed, to be placed upon the files of your office.

Under its bond, the company named is authorized to transport appraised merchandise in bond between the ports of Port Huron, Mich., and Duluth, Minn., in the steamers W. C. Rhodes and Spokane and other vessels owned or controlled by said company and plying on Lakes Huron and Superior and waters tributary thereto.

In all instances where other vessels than those owned by the company named are used they must be distinctly marked "Port Huron and Duluth Steamship Co."

Respectfully,

O. L. SPAULDING, Assistant Secretary.

Collector of Customs, Port Huron, Mich.

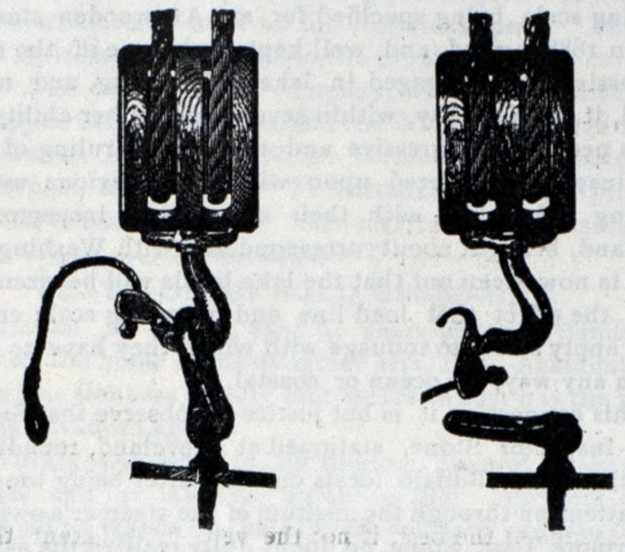
STANDARD AUTOMATIC RELEASING HOOK.

FOR USE ON THE LOWER BLOCKS OF BOAT'S DAVIT TACKLES.

(Illustrated.)

The automatic releasing hook, as now placed on the market by the manufacturers, the Standard Automatic Releasing Hook Co., New York, is fast becoming one of the necessities for all well equipped vessels. These hooks, while not being compulsorily placed in use by the steamboat inspectors for the passenger and freight trade, are provided for in each of the government departments having tonnage in commission.

From personal observation of several tests, we have no hesitancy in saying that they are the best hooks for the purpose now on the market and their automatic action is safe, prompt and in every way reliable.



The following testimonial, forwarded us from New York, bears ample witness to the efficiency and worthiness with which they are regarded in the U. S. Transport Service and it may be as well to state that the hooks are also in use in the Navy.

OFFICE OF QUARTERMASTER,
TRANSPORT SEDGWICK,
NEW YORK, June 1, 1901.

Capt. Jas. R. Raymond, Standard Automatic Releasing Hook Co., 17 State St., New York.

Dear Sir:—Replying to your inquiry, just received, regarding the rescue of Hospital Steward Mathew M. Campbell, who jumped overboard from the transport Sedgwick on the 28th ult., while entering this port, an account of which was given in the evening Sun and Mail and Express of that date, I take pleasure in saying that the account as given is correct in every particular. The boat was lowered while the ship was under three-quarters speed and the promptness with which it detached when striking the water, made it possible to perform what I regard as one of the quickest rescues I ever witnessed.

I wish to bear testimony to the reliable qualities of your releasing hooks, which have never failed us on occasions when called for. I have seen them work under most difficult circumstances and have never witnessed their failure.

With the hope that this letter may be of advantage in bringing about their universal adoption by all steamers, I am

Very respectfully yours,

(Signed) H. J. BYRNE, Master.

VISIBLE SUPPLY OF GRAIN.

As compiled for THE MARINE RECORD, by George F. Stone, Secretary Chicago Board of Trade.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY Bushels.
Buffalo	2,394,000	454,000	942,000	29,000	196,000
" afloat					
Chicago	6,493,000	6,637,000	3,309,000	170,000	88,000
" afloat					
Detroit	249,000	145,000		1,000	1,000
Duluth	5,383,000	3,045,000	1,040,000	259 000	44,000
" afloat					
Fort William, Ont.	1,365,000				
Milwaukee	442,000	598,000	369,000	3,000	16,000
" afloat					
Port Arthur, Ont.	125,000				
Toledo	201,000	697,000	160,000	4,000	
Toronto	50,000		1,000		58,000
On Canals	523,000	301,000	179,000	66,000	3',000
On Lakes	396,000	8.8,000	132,000	66,000	
On Miss. River					
Grand Total	35 292,000	16,049,000	10,588,000	698,000	695,000
Corresponding Date, 1900	44 407,000	11,228,000	6,135 000	899,000	761,000
Increase					
Decrease	1,640,000	364,000	630,000	45,000	127,000

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific Slope.

SHIPPING AND MARINE JUDICIAL DECISIONS.

(COLLABORATED SPECIALLY FOR THE MARINE RECORD.)

Collision—Appraisal.—The value of the vessel and freight for the purposes of limitation of liability is to be assessed at no later period than the termination of the voyage during which the collision happened. The Geo. L Garlick, 107 Fed. Rep. (U. S.) 542.

Shipping—Landing Cargoes—Building Wharf—Where plaintiff agreed to transport a cargo of goods and deliver them at a certain wharf, and on arrival at the designated place no wharf existed, the refusal of plaintiff to build one constituted no defence to an action for the freight. McCaughn vs. Milliot, 29 So. Rep. (Miss.) 818.

Shipping—Demurrage—Delay Due to Negligence of Charterers.—Where charterers neglected to advise their agents at the port of destination of their agreement to attend to the entering of the ship at the custom house upon her arrival, by reason of which such agents refused to act, and a delay of three days was caused in having the ship entered, the owners were entitled to include such days in the lay days allowed by the charter for discharging. Hagar et al. vs. Elmslie, 107 Fed. Rep. (U. S.) 511.

Shipping—Proceedings for Limitation of Liability—When Maintainable.—A proceeding by the owner of a tug may be maintained, under Rev. St. U. S. § 4285, for a limitation of liability growing out of the loss of a tow, where the petition shows that separate actions have been instituted against the tug, the charterer, and the petitioner in personam by the owner of the tow on account of such loss, and that other claims are likely to be presented by other parties affected. The M. Morgan, 107 Fed. Rep. (U. S.) 526.

Shipping—Cargo Damage—Negligent Discharge.—It is the duty of a ship to pay attention to any extraordinary circumstances that evidently affect her stability while discharging, and to regulate her mode of discharge accordingly, so as not to endanger the cargo. Negligence in such regard, which results in damage to cargo, is not a fault in the "management of the ship," within the exemption of the third section of the Harter act, but rather in the care of proper delivery of the cargo, within the meaning of the first section, from which she is not exempt from liability. The Germanic, 107 Fed. Rep. (U. S.) 294.

Suit for Demurrage—Defences.—A provision of a charter allowing the charterer a certain number of lay days for loading and discharging, and requiring the payment of demurrage for any additional time taken, is an absolute and unconditional engagement on the part of the charterer, who cannot be relieved therefrom except on the ground that the delay was due to the fault or negligence of the owner or those for whom he is responsible, and such fault or negligence is an affirmative defence in a suit to recover the stipulated demurrage, the burden of pleading and proving which rests upon the charterer. Hager et al. vs. Elmslie, 107 Fed. Rep. (U. S.) 511.

Finding of Unseaworthiness—Harter Act—Liability for Failure to Close Portholes.—Negligence in failing to have the portholes in a compartment of a vessel closed when the voyage begins, whereby the vessel is rendered unseaworthy and in consequence injury is sustained to cargo by water coming through such portholes during the voyage, renders the shipowner liable under the Harter act of February 13, 1893 (27 State. at L. 445, chap. 105), since the negligence is not a mere fault or error in navigation or in the management of the vessel, but amounts to a failure to exercise due diligence to make the vessel seaworthy. International Navigation Co., Petitioner, vs., Farr & Bailey Manufacturing Co., 21 Sup. Ct. Rep. (U. S.) 591.

International Law—Arrest of Deserters from Army or Navy of Foreign Country.—The rules of international comity do not require the authorities of the United States to apprehend and surrender deserters from the army or navy of a foreign government unless at the time of their desertion they formed part of an organized force within the United States by the express authority of the executive department of our government; and an order by the Treasury Department, made on request of an ambassador, that a detail of men from the navy of a foreign government, coming to this country for a temporary purpose, should be permitted to enter without examination or the payment of head money as immigrants, does not constitute such authority. Motherwell et al. vs. United States ex rel. Alexandroff, 107 Fed. Rep. (U. S) 437.

Collision—Steam Vessels Meeting in Channel—Simultaneous Passing of Two Vessels.—A transfer tug passing down East river with a car float on either side, held in fault for a collision with a schooner coming up in tow, which occurred as she was rounding Horn's Hook between the shore and the center of the channel, on the ground that, being in a position where careful navigation was required, owing to the number of vessels passing and the flood tide, after having agreed to allow the tug and schooner to pass ahead of her, she also assented to the signal of another tug coming up nearby, abreast of the schooner, with a tow on each side, to permit the latter to pass across her stern, and thereby placed herself in a situation where she was unable to avoid collision with one of the two passing vessels. The Transfer No. 9, 107 Fed. Rep. (U. S.) 533.

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CLEVELAND, O., JUNE 13, 1901.

THERE is a general complaint of shoal water at Lake Erie ports, and the blame is chiefly to be laid at the doors of the municipal government, and more markedly so at Buffalo than elsewhere, although Cleveland is also to be mentioned as well as other Ohio ports. The protest is a standing one and the complaint is chronic at Chicago.

THAT Port Huron sanitary canal is not yet in an advanced stage of construction. It now appears that the contractors are experiencing some delay in obtaining the property required and through which the trench will have to pass. On the completion of this open sewer from Lake Huron to St. Clair river, it will simply mean that the people down stream will take a modicum at least, of Port Huron sewerage.

BY some manner of means it is taken as an accepted fact that shipbuilders would receive the bulk of the benefits and profit from the new shipping act. Nothing can be farther from the truth. In the first place it may be said that no subsidy of any kind, direct or indirect, is given to the shipbuilder by the proposed shipping act, and second it may be pointed out that no American shipyard at present is making such profits as those which are being divided by the owners of foreign shipbuilding plants.

TO ASSIST the average layman in correcting his compass courses we would suggest that the Superintendent of Compasses, Bureau of Equipment, Hydrographic Office, U. S. N., have printed around the white edges or in the center of steering, as well as all other compass cards, a deviation diagram, made interchangeable for the various parallels of latitude, as without this knowledge the helmsman would never know how the ship was heading geographically. Memorandum dots showing the readings of the clinometer, the heeling error, variation, etc., would help to garnish up the mechanical circle.

EVERY city along the chain of lakes desires and requires the clearest and purest of water for drinking and domestic purposes. Every city, town, village or hamlet also drain their sewerage toward the lake front. The larger cities keep building cribs, forming permanent obstructions like small unlighted and frequently uncharted islands miles out from the approach to the ports, so as to insure the intake being in clear water and outside the drift of purely local sewerage. These distant cribs are already beginning to encroach on the general navigable waterway, outside of the State jurisdiction and the outer harbor limits in charge of the Federal government, and enclosing the piers, breakwaters and all else. There is no present or immediate danger of cribs from either side overlapping each other in midlake, but the subject in general would stand the direct attention of the Secretary of War, under whose charge is placed the improvement and conservancy of navigable waterways.

LOAD LINE AND MANNING SCALE.

It passeth comprehension why the officers of the Steamboat Inspection Service should consider it their duty to hamper, harass and annoy lake tonnage by blundering over the intent of the laws enacted each year by their board of supervising inspectors.

There are mistakes enough made by the board under the sanction of the cover of the apparent acquiesence of Secretary of the Treasury Gage, but when it comes to the local inspectors taking the reins in their own hands, without consulting their district officer, or the head of the department, it is simply holding this branch of the service up to the ever present and increasing ridicule which it is continually bringing upon itself.

The latest freak action is that of the U. S. local inspectors of steamboats at Buffalo, in insisting upon a load line and manning scale being specified for an A1 wooden steamer built in 1888, owned and well kept up by one of the most progressive firms engaged in lake shipowning, and never loaded, it is safe to say, within several feet of her ability.

This peculiarly aggressive and nonsensical ruling of the local inspectors, entered upon without a previous understanding being had with their supervising inspector at Cleveland, brought about correspondence with Washington, and it is now given out that the lake locals will be circularized to the effect that load line and manning scale enactments apply solely to tonnage with which they have no concern in any way, viz ocean or coastal.

In this connection it is but justice to observe that Supervising-Inspector Stone, stationed at Cleveland, repudiated the action of his Buffalo locals on the matter being brought to his attention through the medium of the steamer's owners, furthermore, Capt. Stone, no doubt, fully realized the asininity of placing a Plimsoll mark on the sides of the large steel carriers, ten feet or so above the draft that they are compelled to load to on account of the shoal links connecting the lake waterways and the draft of water at all prominent lake ports.

It is a pity that the gentle waye of somnolency enwrapped around the steamboat inspector's office at Buffalo since the days of the canal schooner, should have been disturbed, however, having enjoyed their yawn, it will be a measure of relief to themselves and all concerned when they resume the ordinary tranquility of their clerkly duties, otherwise it will no doubt be in order to send a ripple over their sinecure security, by exacting actual instead of a passive round of pleasures.

STEEL SPARS FOR YACHTS.

The disaster to Shamrock II in bringing all her top hamper about the ears of royalty has, or no doubt will arouse considerable discussion regarding the question of properly sparring racing yachts. The similar experience indulged in by the Constitution brings the subject still more prominently in the foreground, and on this side of the Atlantic.

The loss of a vessel's sticks is usually attributable to her being over-sparred and this, in large mercantile as well as the more moderate sized fancy tonnage, that is to say, when a vessel throws the spars out of herself, it is much like the hull protesting against being given too much to do, or, a bronco unhorsing its rider, only that the latter does it out of pure cussedness, while in the case of a yacht it is a fair, above board, honest and shipshape objection to ill treatment.

There can be no two opinions regarding the advantages of steel over wood for lower masts, at the same time, it is no digression to state that neither will stand without being adequately supported.

It does not follow that because of the loss of the hollow steel spars that, the best forest grown product excels that of the furnace manufacture in any one particular, and chiefly so as regards their strength, weight and durability or life. The question, therefore, appears to center in the quality and thickness of the metal, as regards the former, the usual tests made previously to rolling the plates into semi-circular form, precludes the possibility of inferior steel being used. So attention can be directed to the factor of safety allowed in skinning down to the lowest possible fraction in the weight of steel and the strains and stresses which are liable to set in when the metal is rounded and formed into spars. This too, outside of the question of over sparring, and the proper spread of rigging for supporting the masts on end. It is, therefore, safe to say that by the use of a liberal factor of safety a steel spar can be put together to stand any strain that can or should be put upon it, and so that if the bolt ropes hold out they will exercise sufficient leverage to make the hull lay on its beam ends, irrespective of good or bad seamanship.

The kings of the forest, with their butts resting on a vessel's keelson, high quality timber built solidly in slabs and hooped at frequent intervals or even the outside flitches of the best quality of trees grown and hooped together in a barrel-like form with a hollow center, can not withstand the treatment that can be given steel spars and taken with impunity under all conditions, therefore, we argue that the loss of the Constitution's and Shamrock's lower masts by no means favors the substitution of wood for steel nor in any way detracts from the superiority of steel over wood.

CHICAGO AS A SEAPORT.

With the clearance this season of four steamers for British and European ports from Chicago, it has become "quite the thing" to laud the "Windy City" as the most western seaport on our eastern coast line, notwithstanding the fact that the vessels could have sailed with equal safety from a point a few hundred miles farther west and north if their cargoes had been taken on at Duluth, Minn., or Superior. Wis. There is also an imparted prestige and glory evinced at other lake ports on account of this experimental mode of traffic, and we have been told that even Cleveland is now potentially an ocean port, and this, too, while the Canadian government, as well as mercantile and commercial interests, are in a quandary to determine whether the gulf port of Quebec, in the province of that name, is in all respects a fair, safe and open port to center upon for their Atlantic and coastwise traffic to terminate during the summer season.

It is said that the river Yang-tse-Kiang is navigable and regularly traversed for more than 600 miles by the tea ships bound for Hankow, but in actual practice, it is fast becoming a question for modern tonnage to even enter that river at Woosung on their way to Shanghai, and any vessel intending to load at Hankow, could tell no one so, because it is not listed in the world's seaports, where, however, we find Chicago, the only Chicago, presumably Chicago, Ills. Just so are we told about Rosario, the second city of the Argentine Republic, but no ocean tonnage worthy of the name in its modern acceptation ever traversed the river high enough to even sight Rosario, much less load there, any more than a profitable oversea trade could be carried on between St. Louis and old world ports.

It is with much pleasure we note the expressions of satisfaction given forth by the manager of the Northwestern Steamship Co. He is not daunted in the least by the fact that only one of his boats managed to reach the Gulf of St. Lawrence without great delay and structural damage, with the consequent detention and expense account to be saddled on to the freight earned by the carriage of a few hundred tons of cargo. The Northwestern, the first boat launched, was delayed 16 days, and the Northman was delayed 11 days, after starting from Chicago, by an ice jam in the St. Clair river. The first boat was also several days in dock at Detroit receiving blades to her propeller, etc., broken in the ice. In extenuation of this experience it may be said that this was the first ice jam which has occurred there for 24 years. Then the Northwestern collided with a dredge and went aground at Sparrow Hawk for five days and six more were consumed in Montreal repairing the damage done. The Northeastern stranded on Ballard Reef at the mouth of Detroit river, and only reached Buffalo for repairs with the assistance of steam pumps, etc. However, she started away again late last week, and it is to be hoped that her initial troubles are at an end. The Northman had better luck, reaching Antwerp without accident or unusual delay, all of which goes to show that the bare fact that a passage can be made from one point to another by no means establishes the route as a successful one for waterborne traffic, any more than the discovery of the North Pole will open up maritime and commercial relations with the blue-nosed denizens of that section of the country, which some authorities are prone to clothe with May pole characteristics.

AN automatic system of signals for the purpose of warning vessels in stormy weather against the proximity of reefs and rocks has been exhibited to German marine experts. The automatic part of the apparatus is said to consist of a wheel with a number of cogs arranged at suitable intervals, which slide over a Morse apparatus. The latter is connected with a ladder placed vertically on rising ground on shore or on a light-house. The electric waves emanating are taken up by receiving apparatus on vessels having such within a radius of 7 miles. A bell sounds and the receiver notes the spot against which vessels should be warned.

THE INTERNATIONAL DATE LINE.

Travelers to the Philippines are interested in the international date line, the point where the day changes as ships sail across the Pacific. When this line is crossed going west ships gain a day; when they cross it going east they lose a day. Authorities differ as to its exact location. The Chicago "Times-Herald" points out that in the Royal Geographical Society of England, the position of the line is given by four "authorities," and no two agree, but the U. S. Navy recognizes the line as beginning at a point north of Siberia, southeast to Bering Strait, through which it passes midway, leaving the St. Lawrence island on the American side, thence southwest, crossing the 180th meridian at about latitude 60 north, to a point just to the westward of the Near Islands so that all the Aleutian Islands are on the American side. Thence it proceeds in a southeasterly direction back to the one hundred and eightieth meridian at a latitude of about 40 degrees north, thence along the one hundred and eightieth meridian to a point about 5 degrees south latitude, thence in a direction about southeast by south to a point midway between the Fiji and Samoan Islands, the Friendly Islands being on the Asiatic side; thence about south by west to the vicinity of Chatham, leaving it on the Asiatic side; thence in a southwesterly direction back to the one hundred and eightieth meridian where it remains. Now having gone so far in this discussion it is as well to state that the "International Date Line," is actually and practically ignored by all skippers and the time is not changed until the ship reaches 180° from Greenwich, as shown in the majority of charts and reckoned by the chronometer time as rated for Greenwich. This brings to mind a useful couplet which those, dabbling with longitude in time would do well to remember, Longitude east Greenwich time least, Longitude west Greenwich time best. So that the practical time change occurs at 12 hours from Greenwich time.

A BULK CARGO OF SALT.

The steamer Faustin owned by T. M. Shackett, Marine City, discharged a cargo of several hundred tons of salt in bulk at Menominee last week, an experiment which promises to be successful. The salt was loaded at Marine City. At Menominee a steam shovel was used in unloading the boat, the work requiring less than a day. The salt is to be placed in barrels and bags at Menominee, but some of it will be sold in bulk to fishermen. The salt is easily loaded and unloaded and as freight rates are fairly good the vessel owners realize a proper recompense for carrying the bulk cargo.

A COLLEGE professor of marine engineering and naval architecture gives several reasons why the Tashmoo didn't win the recent race on Lake Erie, as follows:

1. She was built for river, that is, shallow water, navigation.

2. She was traveling for the first time over an open and deep sea course.

3. Her steersman was not familiar with compass steering, being used to range lights and points, which are depended upon in river work.

4. She was not stripped naked as was the Erie; faces were offered to the wind.

5. Attention was not paid from the start to her condensers.

6. She did not carry enough ballast forward.

After all this he is willing to stake money on the Tashmoo if another hand took a trick at the wheel.

AN indirect, or perhaps a resultant very direct benefit of advertising in some way or somehow, came before me this week. A prominent member of a shipbuilding firm noted a tag on some large-sized patent anchors, and, on returning from his Duluth trip, asked for the address of Rogerson & Son, anchor manufacturers, apparently a British firm. Our files of exchanges were closely scanned and other efforts made to locate the ground tackle makers, but so far without success. If Rogerson & Son had had their light shining on a shingle, that is, shown their ensign, signal letters and house-flag in the columns of any of our marine contemporaries, they might have been in receipt of an initial order by this time.

AT last the down east shipbuilders and owners are beginning to find out that steel tonnage has superseded wooden bottoms. A seven-masted schooner is to be built of this most serviceable and economical material from the plans of a celebrated yacht designer.

MORE ST. LAWRENCE RIVER TRADE.

According to a Montreal dispatch, one of the direct results of the deepening of Canada's system of St. Lawrence canals to 14 feet is the announcement that a new corporation has been formed, composed of leading Canadian and American commercial men, among the latter being Mr. W. F. Havemeyer, the New York sugar king, for the purpose of developing the coal carrying trade between the American ports on Lake Ontario and Montreal. The Montreal Coal & Towing Co., having secured a charter from the State of West Virginia, will not only be able to ship coal to Montreal, but do a coasting trade as well between the American lake ports.

An interesting feature in the new enterprise is the pecular kind of boat or barge selected for the work. They are designed from the old pin-plat of the French-Canadian voyageur, will carry 800 tons, and cost $8,000, against $25,000 paid for similar boats built at the American ports. They are good carriers, and as tugs do the propelling, they carry no sails. The capital of the company, which starts with a well equipped fleet, is $250,000, and the directors are Messrs. John Torrance, Hy. Miles, W. F. Torrance, S. O. Shorey, and G. Ernest Muir, Mr. W. F. Torrance becoming president of the company and Mr. Muir secretary and treasurer.

DEATH OF AN AGED SEAMAN.

Capt. Luther B. Parker, aged 94 years, expired Sunday morning at the home of his daughter Mrs. Holt, Ashtabula, after a serious sickness of only four weeks, which was the result of his advanced age.

Capt. Parker was born in Burlington Vt., and followed deep water and the lakes all his active life. For years he was engaged in vessels on the Atlantic and later came to the lakes, where he was finally compelled to retire, owing to his age. For 11 years he resided in Ashtabula with his daughter and won a large circle of friends. He was undoubtedly one of the oldest lake captains in the country.

LETTERS AT DETROIT MARINE POST OFFICE.

JUNE 12, 1901.

To get any of these letters, addressees or their authorized agents will apply at the general delivery window or write to the postmaster at Detroit, calling for "advertised" matter, giving the date of this list and paying one cent.

Advertised matter is previously held one week awaiting delivery. It is held two weeks before it goes to the Dead Letter Office at Washington, D. C.

Allen Jno.
Batten A. J.
Barks L.
Bittle Mrs. W.
Baker Geo.
Beach Jno., Str. J. F. Eddy
Cottrell Robt., Str. Huron
Currie W., Str. Yukon
Connors Frank, Str. Yakima
Crooker Danl., Str. J. D. Marshall
Carroll Mrs. P. H.
Deedler O. B., Str. Fairbairn
Demars Frank, Str. Fairbairn
Ellison Norman, Str. Naples
Frauley Jos.
Fry James, Str. Wolf
Franke Otto, Str. Colgate
Farley Ted, 2, Str. Tower
Farrand Herb, Str. Chattanooga
Gonian Al., Str. Orion
Grant P. M.
Gannon Frank, Fitzgerald
Holden Chas.
Harris Ray
Henderson Robt.
Hickey Danl.
Irwin Wm., Str. Nyanza
Kornmeier Mike, 3, Malta
Koehler Hugo, Str. Sitka
Kane W. E.
Kirby R. S.
Kraft Edwin, Str. Carrington
Miller J. W., Str. Manola
Manwarren Willis, Str. Samoa
Marcoux Peter, Str. Baltimore
McDonald Rod
MacDonald Geo. D.
McDermaid A. R.
Nelson Chas., Str. Sitka
Ode J. W.
Pulkey Oliver
Philip Albert, Str. Aug. Smith
Rodgers Edw., 2, Str. Wade
Retins Tommy
Reilly Thomas, 2
Regan J. W., 2, Str. Presley
Stevenson Frank, Str. Aurora
Saymond C. S., Str. Susquehanna
St. Aubin Geo., Str. Peshtigo
Scott Geo. A., Str. Baltimore
Schubick Emil, 2, Sitka
Sillman Theo., Str. Carnegie
Seipes Wm.
Shirkey Dosie
Turner Smith, Str. Presque Isle
Tennant J. C.
Tanner Chas. F.
Unsworth Wm. H., Str. Emily
Wright Fred
Worden Hiram C.
Winnie Wm.
Williams Thos.
Walker W. T.
Williams C. P.
Winey Webster, 2, Str. Baltimore
Wandrop H., Str. Huron
Wilson Chas., Str. Carrington
Weller W. L.
Zedder Albert

F. B. DICKERSON, P. M.

THE Secretary of the Treasury has awarded a gold medal to Capt. W. W. Griesser, keeper of the Buffalo life-saving station, for heroism, displayed in saving life at that port, in November last. The closest inquiry was made into all the circumstances connected with the rescue and the medal was awarded solely on the grounds of merit. It would be not only just, but in every way beneficial, if a few more of these merited recognitions traveled lakewards, as occasion offers.

COLLISION—COURT OF APPEAL.

It is possible and even probable, while in point of fact, we know it to be a fact that, slowing down to bare steerage way in a dense fog is not always strictly observed among steamers sailing in the open lake. The following collision case, which comes before us, is a marked one, as it involves one of the crack Atlantic liners and the pride of the Cunard fleet, in charge of their senior, and one of the most experienced shipmasters in the Atlantic ferry service.

The Embleton v. the Campania.—Court of Appeals, 15th May.—This was an appeal against the judgment of Mr. Justice Barnes. The collision occurred off the Tuskar. Shortly before 8.27 a. m. on 21st July last, the barque Embleton, which was on a voyage from Liverpool to New Zealand with a general cargo, was proceeding down St. George's Channel, sailing close-hauled on the starboard tack under reduced sail, heading about S. ½ E., and making about two knots an hour through the water, her fog-horn being duly sounded, when the steamship Campania's whistle was heard apparently a long way off and broad on the starboard bow. The wind was S. W. by W. to W. S. W. by compass, a light breeze, there was a dense fog, and the tide was ebb, running to the S. W. at a rate of 1½ knots. The Embleton's fog-horn was blown in reply, and each succeeding whistle answered, and she kept her course and speed. The Campania drew nearer and nearer till she suddenly came in sight close to and abeam, proceeding at such a speed that, although she was loudly hailed, she came stem on into the Embleton's starboard side, cutting her in two and sinking her, eleven of the barque's crew being drowned. It was contended that the Campania's speed was excessive, and that she neglected to slacken her speed or to stop or reverse her engines, or take other measures to keep clear of the barque. It was stated in defence that the Campania was making from 9 to 10 knots with her engines working dead slow, which was a moderate speed, and she could not be safely navigated at a lower speed. It is maintained that a good lookout was not kept on board the barque, and that she neglected to duly sound her fog-horn and to keep her course. Mr. Justice Barnes, in giving judgment, had said that, apart from the question of speed, no precautions were neglected on board the Campania to ensure the safety of the large number of persons and property entrusted to the care of her experienced commander. The Elder Brethren were of opinion, and he agreed with them, that a speed of nine knots an hour, in such a fog as that which prevailed on the present occasion, was a greatly excessive speed for any steamer to proceed at. At such a speed it was practically impossible to take effective steps to avoid doing damage to another vessel after she was seen only 150 ft. off ahead. The greater proportion of ordinary cargo-boats, could not, he said, attain a greater speed than from 9 to 10 knots when going at full speed, and such a steamer would be condemned for excessive speed if she ran at full speed into a vessel in a dense fog. Defendant's contention was that as their vessel could not go with safety to her navigation at less speed than about nine knots an hour she was justified in keeping on at that speed in a dense fog But the 16th Article was imperative, and he believed that it would be most dangerous, having regard to the traffic to be met with everywhere, especially near to the coast in crowded waters, if this contention were to be upheld. Defendant's contention was unsound; if the fog be not so dense as to require the vessel to stop, she could, he said, go at a moderate speed within the rules, by proceeding slowly ahead and stopping her engines from time to time. He pronounced the Campania alone to blame. Defendants now appealed, contending that the speed of the vessel was not excessive, having regard to her size and capabilities, and that at a slower speed she would be less under command. Their lordships dismissed the appeal. The Lord Chief Justice, in giving judgment, said that he would not say that there might not be cases in which, under the rule, it would be right to go at a higher rate of speed than in other circumstances would be thought to be moderate, and he could imagine that even in a fog, owing to danger, it might be necessary for the safety of the ship to go at a higher speed. The present, however, was not one of those cases. They could not upon any ground of law hold that this speed at which the Campania was going was within the terms of Article 16, moderate, having regard to the existing circumstances and conditions.

MARINE PATENTS.

Patents issued June 4, 1901. Reported especially for the MARINE RECORD. We furnish complete copies of patents at the rate of 10 cents each.

675,474. Ball-Bearing for Screw-Propellers. L. S. Gardner, New Orleans, La.

675,477. Propeller. Carlos E. Hall, Mexico, Mexico.

675,522. Anchor. Walter S. Bickley, Chester, Pa.

675,563. Propeller. Kirk G. Johnston, Piqua, Ohio.

675,705. Anchor. Frederick Baldt, Jr., Chester, Pa.

675,722. Screw-propeller. Jean P. Ducassou, Paris, France.

675,812. Navigable Vessels. J. Campbell, London, Eng.

674,901. Propelling Mechanism for Boats. G. F. Bryan, Meggett, S. C.

675,178. Apparatus for propelling and Steering Vessels, H. C. Vogt, Copenhagen, Denmark.

675,201. Boat. William A. Douglas, Monroe, Wash.

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from 80 to 365 days and nights without attention, and can be seen a distance of six miles. . . . . .

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HYDROGRAPHIC OFFICE NOTES.

LAKE MICHIGAN—Chicago—Lights exhibited on Masonic Temple.—With reference to Notice to Mariners No. 23 (594) of 1900 and previous Notices, further notice is given that the lights on the dome of the Masonic Temple, at Chicago, have been re-lighted for the season, and are the same as last year.

ST. MARY'S RIVER—The Poe lock of the American canal was opened to navigation April 25, 1901. Two fishing tugs made the first lockage about 10 a. m. April 26. April 24 the steamer Minnie M. passed through the Canadian canal bound for Michipicoten.

LAKE MICHIGAN—Pentwater entrance—Depth in channel.—Information has been received from Mr. Martin Ewald, keeper of the Pentwater life-saving station, that the stage of water in Pentwater harbor is unusually good, 11 feet being the least depth of water through the middle of the channel. Vessels entering from the southwest should keep well clear from the end of south pier, as the bar, with about 9 feet of water over it, extends about 150 feet out from this pier nearly to mid-channel.

H. O. PUBLICATION NO. 108B, 1901. LAKE MICHIGAN, GREEN BAY, AND STRAIT OF MACKINAC READY FOR ISSUE—Sailing Directions for Lake Michigan, Green Bay, and the Strait of Mackinac, H. O. Publication No. 108B, the second volume of the series of Sailing Directions for the Great Lakes, correct to the opening of navigation, 1901, is now ready for issue by the United States Hydrographic Office, and copies can be obtained at the Branch Hydrographic Offices on the lakes, or from the authorized agents of the Hydrographic Office. Price 40 cents.

The remaining volumes of the series for the Great Lakes will be issued as soon as practicable. No. 108 C, Lake Huron, is now in course of preparation.

LAKE HURON—Canada—Private range light at Saugeen river.—A fixed green light has for one or two years past been maintained by the local fishermen upon the north bank of the Saugeen river, north of the town of Southampton, east coast of Lake Huron. It is situated S. 86° E. true (E. ¾ S. mag.), 700 feet from the Government light upon the pier at the entrance to the same river.

The light is 45 feet above the water and is hoisted on a mast 15 feet high, surmounting a white slatwork beacon 10 feet high.

The two lights in line S. 86° E. true (E. ¾ S. mag.) lead through the narrow dredged channel, in 8 feet most water, up to the end of the pier, which vessels must leave on the port hand when entering, and gradually steer for the south bank of the river to the wharves. This private light is exhibited only during the fishing season, and the Government assumes no responsibility for its maintainance.

By order of the Bureau of Equipment:

C. C. TODD,
Capt. U. S. N., Hydrographer.

NOTE.—Copies of these Notices can be obtained by mariners, free of charge, by applying to the Hydrographic Office, to one of the Branch Offices, or to any of the agencies in seaboard or lake ports. They are also on file in all U. S. Consulates, where every facility will be afforded for their inspection. Ship-masters are especially requested to inform the Hydrographic Office immediately, of any newly discovered danger to navigation, or of the establishment or change of any aid to navigation.

EASTERN FREIGHTS.

Messrs. Funch, Edye & Co., New York, report the condition of the Eastern freight market as follows:

Chartering for grain tonnage continues inactive, shippers being unable to effect new business under the existing conditions of the grain markets. There have been no charters reported for fall loading, although charterers are disposed to advance their previous quotations a trifle, but owners ideas are still much above what shippers are inclined to pay. For prompt loading the business transacted has been very limited and the rates paid do not show any change. For long voyages further charters have been effected on the basis of previous figures and additional tonnage could probably be placed in that direction. From the Gulf a few charters are reported for the fall months on the basis of 14s. on the net form to U. K. or Continent, at which rate charterers are disposed to make further commitments; earlier boats, however, are neglected. There is a somewhat better demand for tonnage for timber from the Gulf ports, and one or two charters have been effected at a slight advance.

Business in sail tonnage remains rather quiet and the only item of interest is a slight improvement in lumber freights from the Gulf to the River Plate. For a prompt vessel from Mobile to Rosario $16 was paid.

Long voyage freights are sustained by the full ideas of owners. As a sign of the changed state of affairs as to olden times, we might mention that there are a few petroleum ships in port, which find it next to impossible to obtain an offer.

CAPT. W. W. GRIESSER.

Secretary of the Treasury Lyman J. Gage forwarded, this week, for presentation to Keeper W. W. Griesser, of the Buffalo Life-Saving Station, a gold medal with an appropriate letter, for displaying conspicuous gallantry in saving a life during the storm of November 21, 1900.

ASSISTANT INSPECTOR OF HULLS, STEAMBOAT INSPECTION SERVICE.

The U. S. Civil Service Commission announces that on July 2-3, 1901, an examination will be held in any city in the United States where postal free delivery has been established, for the position of assistant inspector of hulls in the Steamboat Inspection Service.

Information relative to the subjects and scope of this examination may be found in section 158 of the Manual of Examinations revised to January 1, 1901.

Age limit, 25 to 55 years.

From the eligibles resulting from this examination it is expected that certification will be made to the position of assistant inspector of hulls, Steamboat-Inspection Service, at the Port of New York, at a salary of $2,000 per annum, and to other similar vacancies as they may occur.

ENGINEER, QUARTERMASTER'S DEPARTMENT AT LARGE, JULY 6, 1901.

The U. S. Civil Service Commission announces that it is desired to establish an eligible register for the position of engineer in the Quartermaster's Department at Large.

No educational test will be given, but applicants will be graded upon the elements of age, character as a workman, experience, the physical qualifications, as shown by the statements made in connection with their formal applications. It will not be necessary for applicants to appear at any place for examination.

Age limit 20 years or over.

From the eligibles resulting from this examination it is expected that certification will be made to the position of engineer on steam-launch, at Fort Fremont, South Carolina, at a salary of $720 per annum, and to other similar vacancies as they may occur.

PILOT, QUARTERMASTER'S DEPARTMENT AT LARGE, JULY 6, 1901.

The U. S. Civil Service Commission announces that it is desired to establish an eligible register for the position of pilot in the Quartermaster's Department at Large.

No educational test will be given, but applicants will be graded upon the elements of age, character as a workman, experience, and physical qualications as shown by the statements made in connection with their formal applications. It will not be neccessary for applicants to appear at any place for examination.

Age limit 20 years or over.

From the eligibles resulting from this examination it is expected that certification will be made to the position of pilot on the steam launch Mitchell, Governor's Island, New York, at a salary of $100 per month, and to other similar vacancies as they may occur.

This examination is open to all citizens of the United States who comply with the requirements and desire to enter the service. All such persons are invited to apply, and applicants will be examined, graded and certified with entire impartiality and wholly without regard to any consideration save their ability as shown by the grade attained in the examination. Preference may be given to eligibles who are residents of the district in which the vacancy exists.

Persons who desire to compete should as once apply to the U. S. Civil Service Commission, Washington, D. C., for application form which should be properly executed and filed with the Commission prior to the hour of closing business on July 6, 1901.

June 7, 1901.

SUEZ CANAL TRAFFIC.

The total number of vessels passing through the Suez canal last year was 3,441, of which 1,935 were British, 462 German, 285 French, 232 Dutch, 126 Austrian, 100 Russian, 82 Italian, 63 Japanese, 34 Spanish, 28 Turkish, 30 Norwegian, 27 Danish, 22 American, 7 Belgian, 3 Portuguese, 2 Swedish, 2 Greek and 1 Argentine. The passengers numbered 282,000, this being the highest number on record except that of 1896. The civillian passengers numbered 102,000 the pilgrims and emigrants 25,000, and the military passengers 155,000.

CORRESPONDENCE.

☞We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

A USEFUL MEMORANDUM CASE.

WASHINGTON, D. C., June 11, 1901.

To the Editor of the Marine Record:

No mariner who reads this can be certain that in his foreign cruising he may not become the victim of some mistaken arrest. The foreign tribunal which tries him must do so with what international rules call fairness. One such requisite is his right to be present at all criminal proceedings against him. How this right was recently construed by the Court of Claims in the case of a sailor tried by naval court-martial, has, therefore, a double interest; and should be recalled when watching some hostile foreign proceedings, so as to take advantage of any misstep which the American consul or minister might not notice.

The sailor sued for his pay. The Navy Department justified depriving him of it by a certain "certificate" and "record," extracts from which read as follows:

"Pursuant to sec. 882 R. S., I hereby certify that the annexed is a correct copy of the record of proceeding of the general courtmartial convened on the U. S. S. Texas, April 1, 1897, in the case of Samuel A. Weirman, landsman, U. S. Navy. . . T. Roosevelt, Acting Secretary. . . Case of landsman Samuel A. Weirman, U. S. Navy, U. S. S. Texas, off Fortress Monroe, Va., April 14, 1897. . . First day . . Apr. 14, 1897. The court met. . . Present . . . members and . . judge-advocate. The accused . . appeared before the court . . . Second day, Apr. 15, 1897. The court met pursuant to adjournment. Present: All the members, the judge-advocate, the accused and his counsel. . . Third day, April 16, 1897. The court met pursuant to adjournment. Present: All the members and the judge-advocate. The records were read over and signed . . . April 17, 1897. The proceedings, findings and sentence of the general court-martial in the foregoing case of Samuel A. Weirman, landsman, U. S. Navy, are approved. . . Rear-Admiral, Commander-in-Chief."

It will be seen that the third day's record betrayed claimant's absence. The object of this session, (or its main object, without which it would not have been held,) was to prepare and complete that record, (or the smooth copy of the former, original, rough, temporary, record) which was to go before the Commander-in-Chief, and which was to be the record upon which the imprisonment of the accused for 18 months, his dishonorable discharge from the service (with its life-long effects) and his loss of $214 pay, solely depended. Without this record no judgment against him would have been approved. It was full of elaborate circumstantial evidence, contained a map or diagram and was 32 type-written pages long. Unrevealed errors in copying and making it up might have determined the reviewing authority to approve a sentence which he might otherwise have disapproved. For the fleet's admiral was not present at the trial, but depended on the record alone as his guide, as did also the Navy Department. No opportunity was given the claimant to examine the secondary, copied record, which went from the court-martial directly to the Commander-in-Chief. The judge-advocate, who had an official pride in being a successful prosecutor, was present throughout the session. From a transaction of such vital importance the accused was absent, although the record does not allege that the session was a secret one, and although the sentence of the court had already been reached, with every vote or opinion leading up to it. (Art. 40, Sec. 1624 R. S.)

I drafted the petition so as to have the decision upon it apply to all cases of absence and drew the attention of the Court of Claims to the Navy Department's admission or ruling, that when a session of a court was held "in conformity to order," the accused should be "introduced," and that even after sentence, the ascertainment of the correct record required the prisoner's presence, (Navy Reg. of 1896, art. 1811, 1862.) If the accused is being prosecuted behind closed doors by the judge-advocate, arguments or reading and making of record, it makes no difference whether that part of the trial is termed a secret session or the reverse. The name does not change what is being done. 120 U. S. 49; 165 U. S. 179.

The Court of Claims stated the question presented to it as being thus: "The question therefore presented is, whether the absence of a prisoner or his counsel for one day during the sitting of a court-martial without request to be present, or objection by the court, sitting without the presence of the prisoner renders the sentence of the Court void." Citing 86 Ky. 643, 146 U. S. 370, 18 Penn. St. 103, 55 N. 7. 31, it decided that the sentence was void where the charge rendered the prisoner liable to the punishment of death, or to the imprisonment allowed "in cases of felony.

The opinion of the Court covers three pages and will be found in the next volume of its reports, to be issued next January.

GEO. F. ORMSBY.

THOSE LARGE FORE AND AFT SCHOONERS.

BUFFALO, N. Y., June 12, 1901.

To the Editor of the Marine Record.

I have read with a good deal of interest the newspaper description of the seven-masted steel schooner to be built on the eastern coast. Last fall the newspapers had a good deal to say of our exporting coal to Europe and other foreign ports. It strikes me that the large steel schooner with seven or more or less masts would solve the question of cheap transportation for our coal, for the methods of handling in the foreign ports are so slow that the steamers cannot afford to carry coal except at very high rates. Such a schooner as the one recently described will carry an immense cargo, and carry it very cheaply, and her expenses in port would be small, as she would carry not only a very much smaller crew than a steamer of the same capacity, but the wages per man would also be much less.

As to the seaworthiness of such a vessel, there can be no question. Notwithstanding the prejudice of old sailors against fore-and aft schooners for long voyages, the vessels encounter quite as bad weather on our coast as they do anywhere in the world. One of the chief objections to the fore-and aft rig is the swaying of the gaffs in light weather with a roll of a sea on. That could be overcome in a measure by giving the schooner bilge keels, which would not only to some extent prevent the rolling, but they would make her much more weathery, and to give her intermediate keels, that is, keels between the center keel and the bilge keel, she would scarcely make any more leeway than a railroad train, and such a vessel as has been described, on long voyages might carry a steam launch for use in the calms and baffling light winds of the "horse" latitudes, as well as in the belt of equatorial calms. I am of the opinion that she would make the passage from New York to San Francisco in less time than a square-rigged clipper, for she would not have to go so far to the eastward to clear the easternmost part of South America, Cape something,* the name of which I have forgotten, but she would have her greatest advantage in working to the westward to double Cape Horn in the westerly gales that prevail there.

"PAUL PRY."

* Probably Cape St. Roque on the Brazil coast, in Lat. 5° 29′ N., Lon 35° 16′ W.; also Fernando Noronha.

The newspaper description to which our esteemed correspondent refers is no doubt the following:

"A schooner, the greatest in the world, built entirely of steel, with seven masts, also of metal, steered and heated by steam and electrically lighted, having a gross tonnage as great as that of the ordinary battleship, will be built on the Atlantic coast during the coming season.

"B. B. Crowninshield, designer of the Independence, prepared the plans for this monster freight carrier, and the vessel will be constructed by a syndicate, at the head of which is Capt. J. G. Crowley, of Taunton, Mass. The craft will cost when ready for sea about $250,000, divided into sixty-fourths, and there are about twenty persons who have subscribed the sum necessary for her construction."

SUN'S AMPLITUDES.

The following approximate amplitudes of the Sun's rising or setting will be given each week in this column during the season of navigation. A second bearing may be taken by compass at sunset, by reversing the east bearing given for the nearest latitude, as the change in declination for a few hours makes but a slight difference in the true bearing of the Sun's setting. The bearing may be taken when the Sun's center is on the horizon, rising or setting. The elements which may be obtained by taking these amplitudes are the quantities known as local attraction, variation and deviation, or the total difference between compass and true, or geographical bearings.

LAKE ERIE AND S. END LAKE MICHIGAN, LAT. 42° N.

Date.	Amplitude.	Bearing P'ts.	Bearing Comp.
June 15....	E. 32° N.	= N. 5⅛ E.	= N. E. by E. ⅛ E.
June 22....	E. 32° N.	= N. 5⅛ E.	= N. E. by E. ⅛ E.

LAKE ONTARIO, S. END HURON AND CENTRAL PORTION LAKE MICHIGAN, LAT. 44° N.

Date.	Amplitude.	Bearing P'ts.	Bearing Comp.
June 15....	E. 33° N.	= N. 5 E.	= N. E. by E.
June 22....	E. 34° N	= N. 5 E.	= N. E by E.

N. END LAKES HURON AND MICHIGAN, LAT. 46° N.

Date.	Amplitude.	Bearing P'ts.	Bearing Comp.
June 15....	E. 34° N.	= N. 5 E	= N. E. by E.
June 22....	E. 35° N.	= N. 4⅞ E.	= N. E. ⅞ E.

LAKE SUPERIOR, LAT. 48° N.

Date.	Amplitude.	Bearing P'ts.	Bearing Comp.
June 15....	E. 36° N.	= N. 4¾ E.	= N. E. ¾ E.
June 22....	E. 37° N.	= N. 4¾ E.	= N. E. ¾ E.

With a compass correct magnetic, the difference between the observed and true bearing or amplitude will be the variation for the locality. Should there be any deviation on the course the vessel is heading at the time of taking the bearing, the difference between the observed and the true amplitude after the variation is applied will be the amount of deviation on that course If the correct magnetic bearing is to the right of the compass bearing, the deviation is easterly, if to the left, the deviation is westerly.

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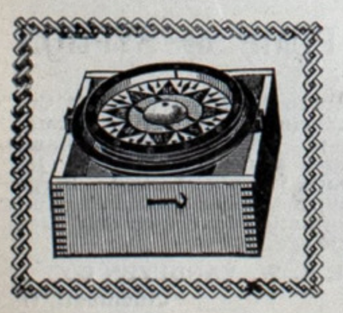

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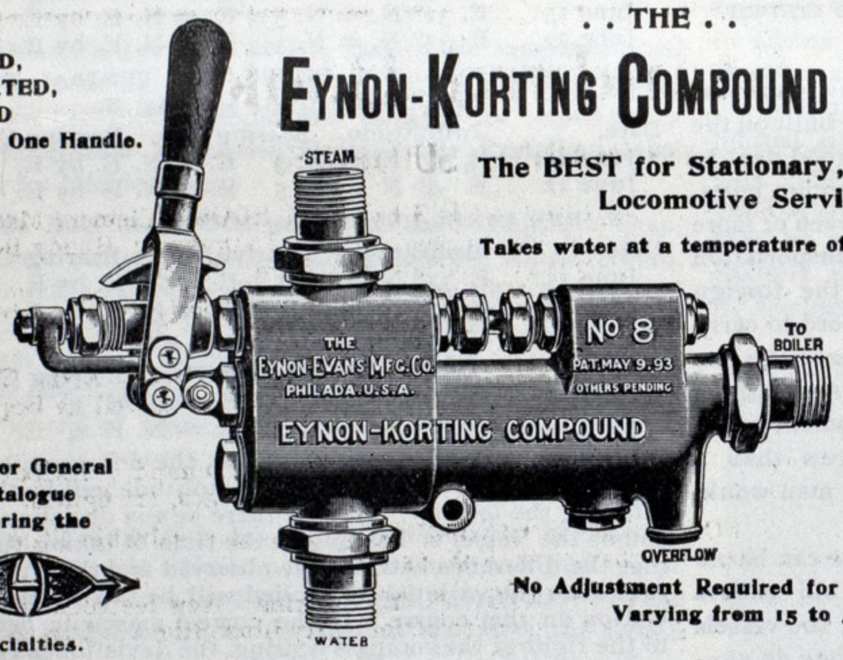

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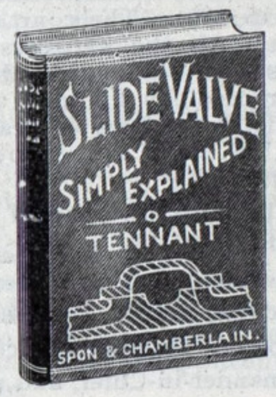

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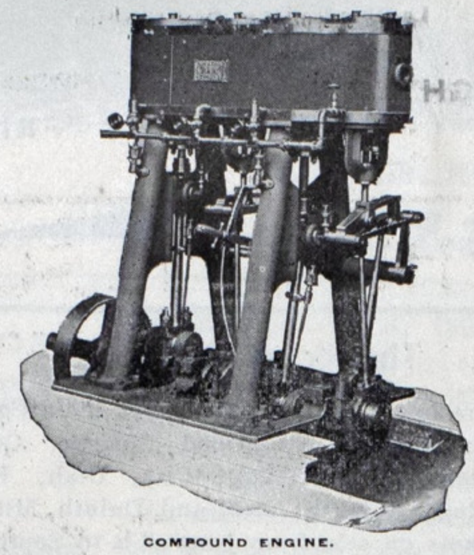

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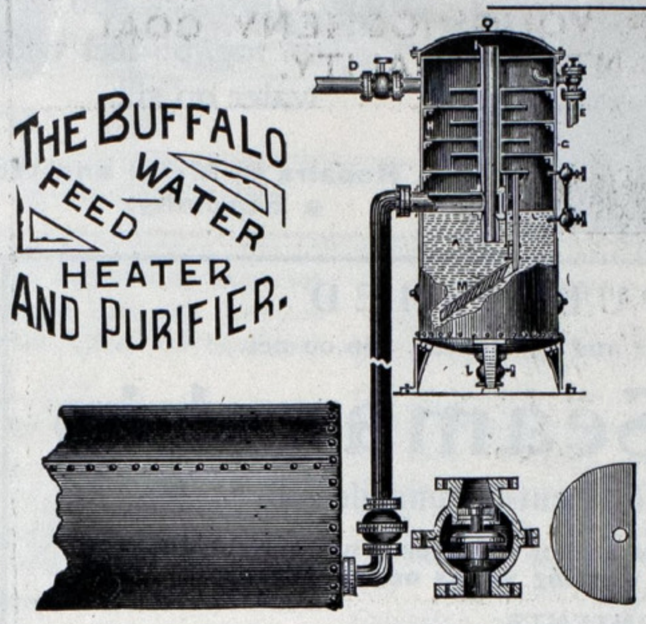

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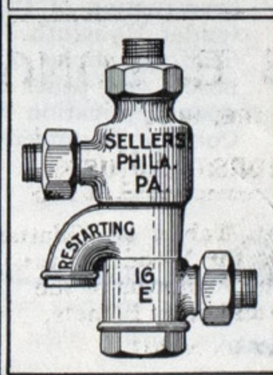

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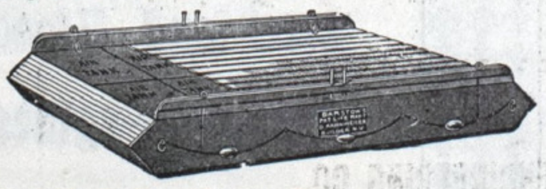

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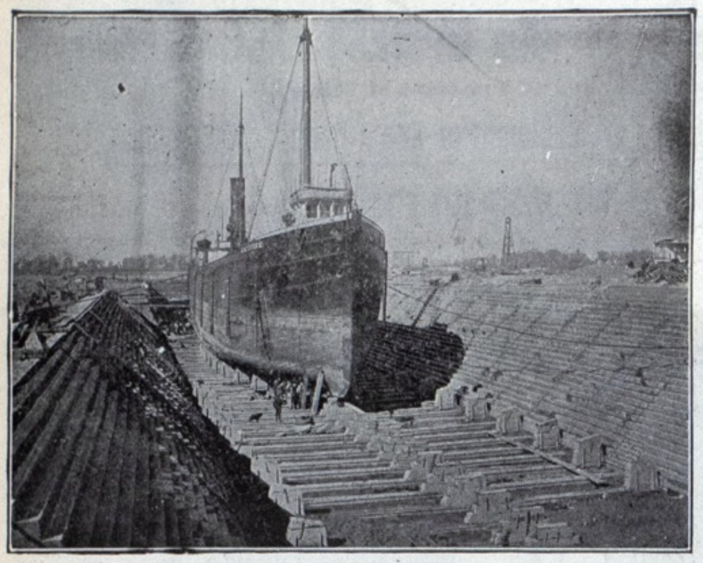

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